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Regional Transit Corridors

What is a Regional Transit Corridor?

Available Modes
Limited Stop or Express Bus
Bus Rapid Transit (BRT)
Light Rail
Heavy Rail
Commuter Rail

Transit Priority
Varying use of dedicated roadway/ right-of-way space and/or coordinated traffic signals

Frequency
At least every 15 minutes peak

At least every 20 to 60 minutes off-peak

Operating Hours
14 to 24 hours per day 7 days a week

Stops
Limited suburban stops
More frequent urban stops

Other Characteristics
On-board and off-board fare payment
Stops with shelters, wayfinding, and lighting

Identifying the Regional Transit Corridors is an important step in achieving the Plan's objectives and creating a better transit network. The creation of a better network will increase ridership by providing better, more convenient access to more destinations.

These corridors have been selected with input from the Commission and the public because they:

- Demonstrate transit demand that justifies infrastructure, service, and technology improvements
- Have regional significance and often provide connectivity between different jurisdictions

The corridors defined in this plan are meant to remain flexible to accommodate the results of future feasibility studies. These corridors have been presented to the Commission and public for comment.

Corridor identification and prioritization is the first step in the process. This plan does not:

- Identify what mode of transit would be used
- Define specific routes or alignment
- Develop specific levels of service
- Identify where stations would be located

These decisions will be made as the corridors are studied over the next 25 years with the participation of the public and corridor stakeholders.

The proposed Regional Transit Corridors share several common features that distinguish them from other proposals in the Plan. Each has or is projected to have sufficient ridership demand to support all-day, frequent transit. Further, these corridors also require additional infrastructure investment to fully support successful transit. These investments may include dedicated right-of-way, signal priority, shelters or stations, and other customer amenities.

Corridor Prioritization

The corridors were evaluated using 16 measures selected to gauge a corridors' readiness for transit improvements and its potential to improve access to jobs and other opportunities for vulnerable populations. These measures determined each corridor's suitability for investment in high-capacity rapid transit.

Evaluation Measures Used in Corridor Prioritization Process

Evaluation Measure	Issue Addressed	How Results Are Reported
Gap	Does this corridor address a current or future transit gap?	Yes/no*
Existing Plans	Is the corridor in existing plans?	Yes/no*
Improve Service	Does the corridor improve existing service?	Count of routes which could be improved
Transfer Potential	How many transit routes can you transfer to?	Count of intersecting transit routes
Supportive Land Use	Is the surrounding land use transit supportive?	% of corridor with transit supportive land use
Existing Jobs	How many existing jobs are accessible to the corridor?	Total jobs per mile within ½ mile of corridor
Population Access	Number of residents accessible to the corridor?	Total population per mile within ½ mile of corridor
Long Work Commutes	Does corridor serve workers with long commutes?	% of workers with access to the corridor that have commutes longer than 45 minutes
Minority Access	Percentage of minority population within the corridor?	% of population with access to corridor that is non-white and/or Hispanic
Low-Income Access	Percentage of low-income population within the corridor?	% of households with access to the corridor with incomes less than twice the federal poverty line
Zero-Car Household Access	Percentage of zero-car ownership within the corridor?	% of households with access to corridor that have no cars
Senior Access	Percentage of seniors within the corridor?	% of population with access to corridor that are seniors
Disabled Access	Percentage of people with disabilities within the corridor?	% of population with access to corridor that has a disability
Future Jobs	How many future jobs are accessible to the corridor?	Total projected jobs per mile within ½ mile of corridor
Supportive Zoning	Is the surrounding zoning transit supportive?	% of corridor with transit supportive zoning
Growth Area	Is the corridor within a growth area?	% of corridor in State Incentive Program Area

*Corridor must receive a "yes" to proceed in prioritization process.

Each corridor was determined with the Commission to be either an early, mid-term, or long-term opportunity. The corridors have not been ranked within the groups. In addition, these groupings are not binding; changes in existing conditions or priorities may result in a corridor moving from one group to another.

The map of proposed corridors on the following page indicates the early opportunity corridors in green, the mid-term opportunity corridors in purple, and the long-term opportunity corridors in light blue.

The analysis that identified and prioritized the 30 regional transit corridors in the plan is discussed in detail in the Transit Network Improvements and Regional Transit Corridors Technical Report, available on the Regional Transit Plan website, www.rtp.mta.maryland.gov.

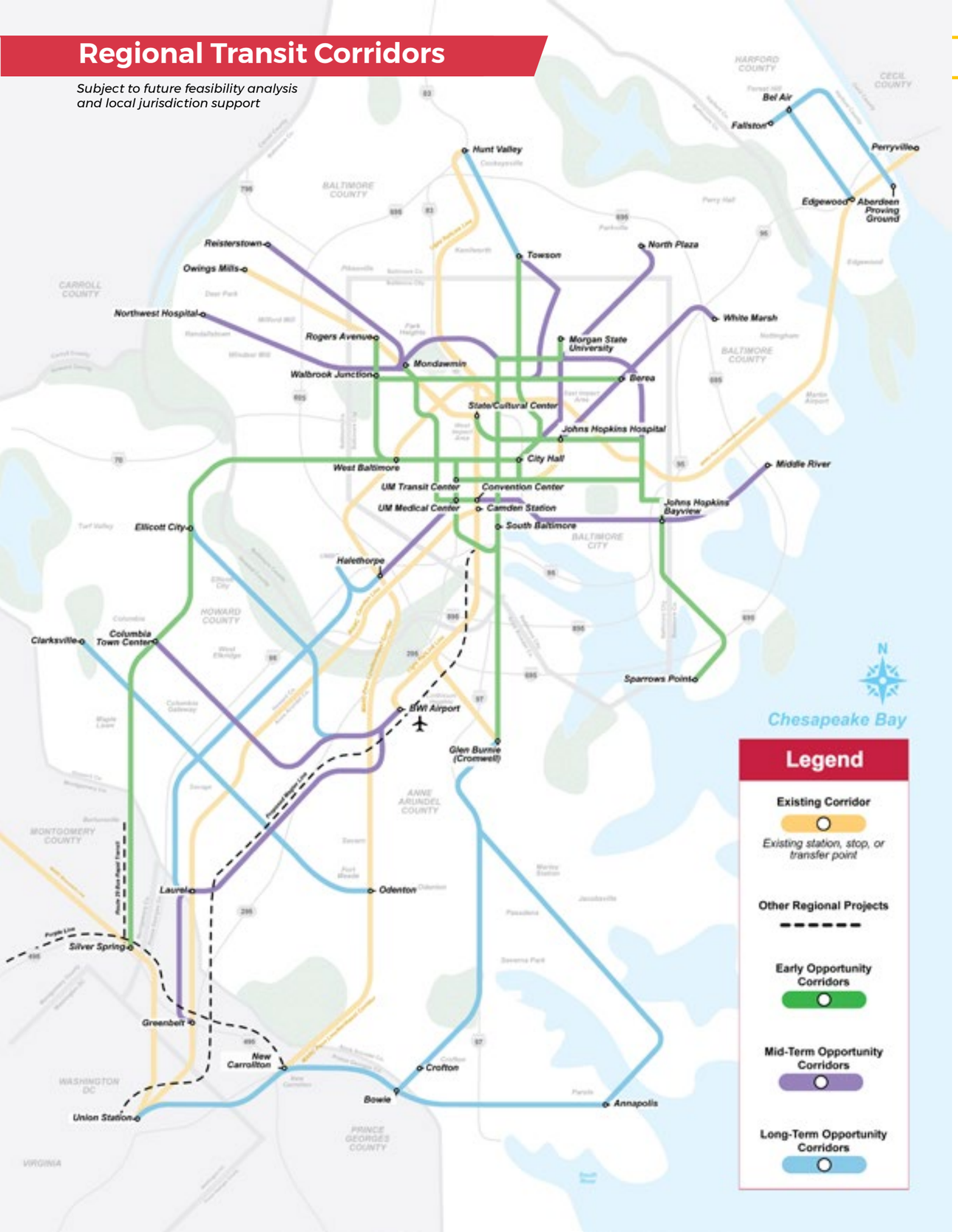
Early Opportunity	
1	Morgan State Univ. to South Baltimore
2	Glen Burnie to South Baltimore
6	Towson to UM Transit Center
12	Mondawmin to South Baltimore
13	Rogers Avenue to City Hall
16	Ellicott City to Convention Center
17	West Baltimore to Hopkins Bayview
18	Sparrows Point to Hopkins Bayview
19	State Center to Hopkins Bayview
20	Walbrook Junction to Berea
27	Ellicott City to Silver Spring

Mid-Term Opportunity	
5	Convention Center to Middle River
8	Towson to South Baltimore
9	North Plaza to UM Transit Center
10	White Marsh to Johns Hopkins Hospital
14	Mondawmin to Reisterstown
15	Mondawmin to Northwest Hospital
22	Mondawmin to Hopkins Bayview
23	Halethorpe to UM Transit Center
24	BWI Airport to Greenbelt
25	BWI Airport to Columbia Town Center

Long-Term Opportunity	
3	Glen Burnie to Annapolis
4	Glen Burnie to Bowie
7	Towson to Hunt Valley
11	Fallston to Aberdeen Proving Ground
21	Laurel to Halethorpe
26	Odenton to Clarksville
28	Annapolis to Union Station
29	Bel Air to Edgewood
30	Ellicott City to BWI Airport

Regional Transit Corridors

Subject to future feasibility analysis and local jurisdiction support



Next Steps for Early Opportunity Corridors

The early opportunity corridors have a strong transit demand today and they are often important links in building a regional network. They would benefit the most people, jobs, and households in the region.

In the short term, jurisdictions, MDOT MTA, the Baltimore Regional Transportation Board, and/or the local transit provider should:

- Start corridor studies to assess alternatives that best match the corridor's needs
- Enhance existing service
- Evaluate and install/construct transit priority infrastructure
- Enhance multimodal access to stops and stations

Integrative Corridor Investments in Action: North Avenue Rising

North Avenue Rising is a collaborative project between MDOT MTA, Baltimore City, the Federal Transit Administration (FTA), and community partners to support economic revitalization along North Avenue through increased mobility and access to economic opportunity. The project includes many of the strategies and infrastructure investments proposed in this plan, including dedicated bus lanes, transit signal priority, bus shelters, pedestrian and bicycle infrastructure, and mobility hubs.

Next Steps for Mid-Term and Long-Term Opportunity Corridors

The mid-term opportunity corridors have a moderate existing transit demand, while long-term opportunity corridors are selected for their potential to benefit areas where transit demand is expected to increase over the next 25 years.

To prepare these corridors for successful transit investments, jurisdictions, MDOT MTA, Baltimore Regional Transportation Board, and/or local transit providers should:

- Build transit ridership by implementing new service or improving existing service
- Implement incremental transit priority infrastructure so that existing transit is faster and more reliable
- Review and change land use and zoning ordinances to be more transit supportive
- Facilitate better pedestrian, bicycle, and microtransit access for first mile/ last mile travel to the existing and potential future transit corridors

6. Regional Transit Corridors

Benefits of the Regional Transit Corridors

Fully implementing all of the Regional Transit Corridors will result in a significantly more connected region with better access to jobs and other opportunities. Today, half the region's jobs are accessible by transit; however, without these corridor investments, the percentage will drop to 45 percent as the region grows outside of areas currently served by transit. Comparatively, if the top 11 corridors are implemented, 49 percent of the region's jobs will be accessible transit. If all 30 corridors are implemented, 62 percent of the region's jobs would be accessible by transit.

How the Initatives Work Together to Connect the Region

The three types of initatives in the Plan - Strategies, Transit Network Improvements, and Regional Transit Corridors - are mutually supportive. They offer a comprehensive, coordinated blueprint to advance and connect the region as it grows, and investments in one should complement the others.

The successful implementation of these strategies will require jurisdictions, transit providers, and stakeholders to work together to coordinate infrastructure investments, planning, and development across the region.